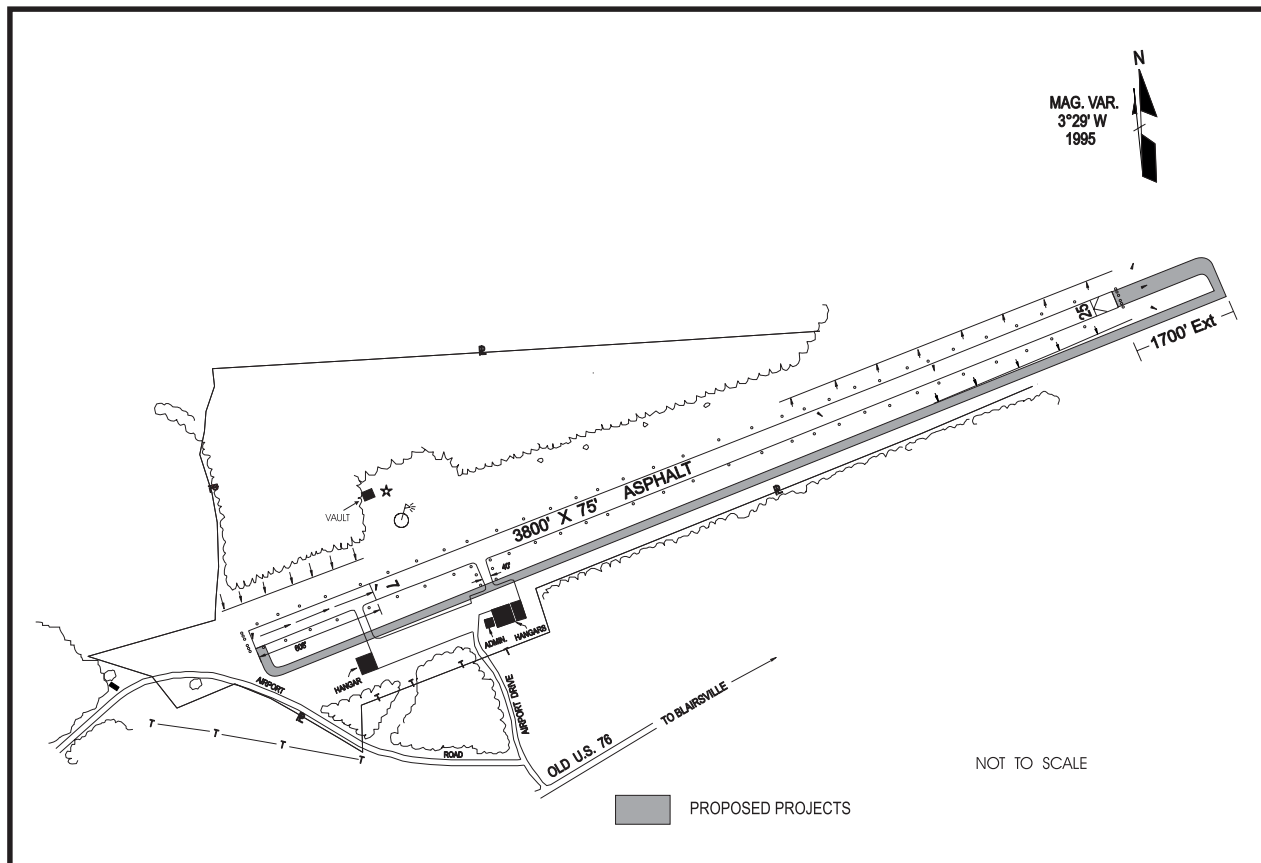
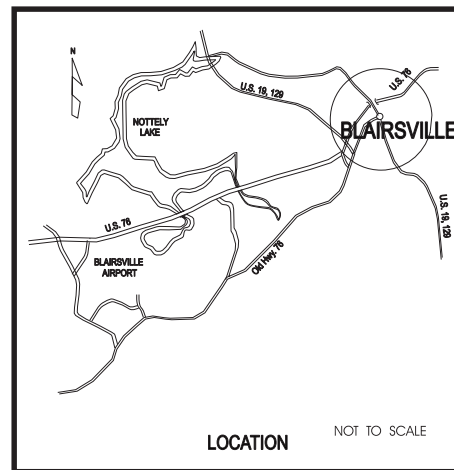
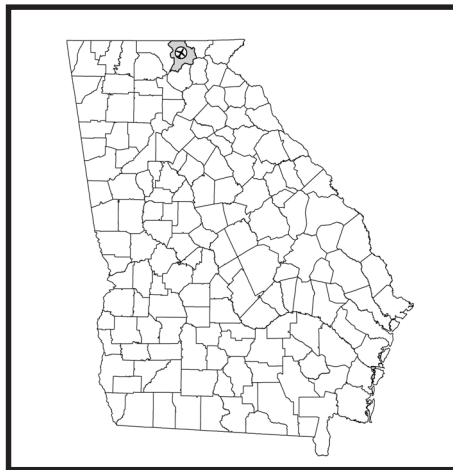


AIRPORT FINDINGS AND RECOMMENDATIONS

AIRPORT LOCATION

Blairsville Airport is located in Union County in northern Georgia approximately 35 miles north of Dahlonega and 55 miles north of Gainesville. Highway access to the airport from the west and northeast is via U.S. Highway 76/Georgia Highway 2, from the northwest is via U.S. Highway 19 and Georgia Highway 11, and from the south and southeast is via U.S. Highway 129 and Georgia Highway 11.

The airport, situated on 79 acres, is owned and operated by the City of Blairsville. The airport is served by a variety of aviation related activities that include recreational flying, police/law enforcement, forest fire fighting, and agricultural spraying.



EXISTING FACILITIES

Blairsville Airport has one runway, Runway 07/25, 3,800 feet long by 75 feet wide with medium-intensity runway lighting (MIRL). The threshold is displaced 585 feet on Runway 07. The airport has a rotating beacon, segmented circle, and wind cone. The airport has committed funds for the installation of an AWOS-3 and a runway expansion to 5,000 feet by 100 feet wide.

Current landside facilities and services include a fuel concession that provides AvGas fuel and a 1,200 square foot terminal/administration building. The airport has 8 hangar parking spaces, 16 apron parking spaces, and 6 auto parking spaces. Rental cars are available.

CURRENT AND FORECAST DEMAND

A review of the airport's historic demand levels shows that based aircraft decreased from 25 in 1990 to a current level of 22. By 2021, the airport's based aircraft are expected to reach 27. The airport has approximately 6,000 annual aircraft takeoffs and landings divided between local and itinerant operations. This figure is projected to increase to 6,659 by 2021. By the end of the planning period, the airport is expected to reach 9% of its available annual operating capacity.

Blairsville Airport	Current	2006	2011	2021
Based Aircraft	22	23	25	27
Operations	6,000	6,133	6,304	6,659
Local	2,441	2,495	2,564	2,709
Itinerant	3,559	3,638	3,739	3,950
Enplanements	N/A	N/A	N/A	N/A
Demand/Capacity Ratio	8%	8%	8%	9%

AIRPORT FACILITY AND SERVICE NEEDS

The Blairsville Airport has been classified a Level III airport and should provide appropriate facilities and services commensurate with its system role. Airport improvements identified in the System Plan include:

- Extend runway by 1,700 feet*
- Widen runway 25 feet*
- Construct full parallel taxiway
- Install MITL
- Install precision approach
- Install ALS
- Upgrade MIRL to HIRL
- Install PAPI
- Install AWOS-3*
- Phase I: 8 additional hangar spaces are needed; Phase II: 2 additional hangar spaces are needed; Phase III: 1 additional hangar space is needed
- Phase I: 29 additional auto parking spaces are needed; Phase II: 3 additional auto parking spaces are needed; Phase III: 3 additional auto parking spaces are needed
- Provide 1,300 square feet of additional terminal/admin space
- Full Service FBO
- Full Service Maintenance

* Committed projects

The following table summarizes current facilities and services, the airport's facility and service objectives, and actions/projects that are needed for the Blairsville Airport to meet these objectives.

FACILITY AND SERVICE OBJECTIVES Level III

Blairsville - Blairsville Airport-46A

	EXISTING	SYSTEM OBJECTIVE	RECOMMENDED
Airside Facilities			
Runway Length (Rwy 07/25)	3,800	5,500 feet or greater	Extend 1,700 feet**
Runway Width	75	100 feet	Widen 25 feet**
Taxiway Length	None	Full Parallel	Full Parallel
Approach	Visual	Precision	Precision
Lighting- Runway	MIRL	HIRL for precision approaches; MIRL for non-precision	HIRL
Lighting- Taxiway	None	MITL	MITL
NAVAIDS	Rotating Beacon	Rotating Beacon	None
NAVAIDS	Segmented Circle	Segmented Circle	None
NAVAIDS	Wind Cone	Wind Cone	None
NAVAIDS	None	PAPI	PAPI
Weather	None	AWOS/ASOS	AWOS-3**
Ground Communications	Phone	GCO/Phone	None
Approach Lighting System	None	Approach Lighting System	Approach Lighting System
General Aviation Landside Facilities			
Hangared Aircraft Storage	8 spaces	70% of based fleet	Phase I: 8 add'l spaces needed Phase II: 2 add'l spaces needed Phase III: 1 add'l space needed
Apron Parking/Storage	16 spaces	30% based of aircraft plus additional 75% for transient aircraft	None
Terminal/Administrative	1,200 square feet	2,500 square feet minimum with amenities	Provide add'l 1,300 square feet
Aviation Auto Parking	6 spaces	One Space for each based aircraft, plus 50% for visitors/employees	Phase I: 29 add'l spaces needed Phase II: 3 add'l spaces needed Phase III: 3 add'l spaces needed
Services			
FBO	None	Full Service	Full Service
Maintenance	None	Full Service	Full Service
Fuel	AvGas	AvGas	None
Fuel	None	Jet Fuel	Jet Fuel
Rental Cars	Available	Available	None

** Committed projects include: Ultimate runway, 5,500 x 100 feet; ASOS-3

OTHER RECOMMENDATIONS

Additional actions or projects required for the Blairsville Airport to meet Level III performance objectives:

- ☐ Update the Master Plan/ALP in Phase I (2003) and Phase II (2013)
- ☐ Adopt Land Use/Zoning Controls

DEVELOPMENT COSTS

The accompanying table summarizes the estimated costs needed for Blairsville Airport to meet each of the recommendations of the Georgia Aviation System Plan.

BLAIRSVILLE AIRPORT						
Associated City	Blairsville					
FAA Identifier	46A					
Level	III					
Facility Objectives			Facility Needs		Costs	
	Existing	Objective			Phase I	Phase II
			Airfield			
Runway Length	3,800	5,500	Extend Runway 1700 feet. (Initial 1500 funded)		Funds committed	
Runway Width	75	100	Widen existing runway 25 feet.		Funds committed	
Taxiway Type	None	Full Parallel	Construct parallel taxiway.			\$864,500
Runway Lighting	MIRL	HIRL	Upgrade from MIRL to HIRL		\$165,000	
Taxiway Lighting		MTL	Install MTL on parallel taxiway.		included	
Land Acquisition			Acquire 25 acres.		\$65,000	
Earthwork					Funds committed	
Pavement Maintenance	98 PCI	>70 PCI				
Navigational Aids						
PAPI	None	PAPI	2		\$50,000	
Rotating Beacon	yes	Rotating Beacon				
Segmented Circle	yes	Segmented Circle				
Windcone	yes	Windcone				
Weather	None	ASOS or AWOS	1		Funds committed	
GCO/Phone	Phone	GCO/Phone				
Approach Lighting	None	Approach Lighting	1			cost beyond plan period.
General Aviation Facilities						
		Phase I	Phase II	Phase III		
Hangar Storage	8	19	8	2	\$220,000	\$55,000
Apron	16	14				
Auto Spaces	6	41	29	3	\$43,500	\$4,500
Terminal Space	1,200	2,000		1,300	\$195,000	
Fuel				1		\$80,000
Planning/Environmental						
ALP Update	1993	Update every 10 years	1		\$60,000	\$0
Environmental Assessment				1		\$70,000
Subtotal					\$603,500	\$1,119,000
Total Estimated Cost					\$	1,964,500

Note: It is assumed that non-precision GPS approaches and precision GPS approaches will be available in the near future. The cost associated with this technology resides in the aircraft. Therefore, additional equipment costs associated with providing future non-precision and precision approaches have not been estimated.